

INDOT 2030 LRP Update Early Coordination Meeting Notes:

Kokomo MPO (KHCGCC); June 24, 2004, 9:00 AM

Attendees:

Larry Ives,	MPO Transportation Director
Bob Rebling,	INDOT - Greenfield District
Steve Smith,	INDOT - Long Range Planning Section
Dan Buck,	INDOT - Long Range Planning Section

Overview: Steve Smith kicked the meeting off discussing the meeting's purpose and expected outcome. The outline of the meeting was structured based on KHCGCC's response to the Early Coordination 2004 Long Range Plan Update letter sent to KHCGCC in April. This letter requested INDOT Districts and MPO personnel to reevaluate major expansion projects in the INDOT 25-year plan for their areas and document changes in project priorities (changes in scope, and/or project deletion, delay, or advancement); identify new expansion projects to be evaluated for inclusion in INDOT's 2030 plan update; and develop a list of planning issues the MPO/District faces that should be addressed in the 2030 plan update. Listed below are topics/issues discussed.

Dan Buck then presented the INDOT Travel Demand Model 2030 No-Build and Build LOS maps and the HERS 2030 Recommended Improvements Number of Lanes and Improvement Time Period maps.

Discussion of New Projects, MPO Issues/Concerns:

1. MPO states the locals may build a connection of SR 22 at major bend in road to connect over to local road called Dixon Road.
2. MPO states the locals looking at widening Dixon Road to 3 lanes from SR 26 north about three miles to next major local road.
3. MPO states they are looking at possibly widening to 3 lanes SR 26 from Dixon Rd east over to US 31.
4. US 31 Bypass Project: The US 31 EIS Study is moving along. Final alternatives are to be recommended this fall with a ROD issued this spring. The probable alignment looks similar to what is shown on our LOS maps. There are three alternatives now, which will be narrowed down to one.
5. The MPO states they show an over capacity LOS of F on existing US 31 from SR 35 North about one mile. They asked INDOT to check this out. We currently don't show an over capacity LOS for the 2030 Build network. Steve Smith stated once the bypass is built that should relieve a lot of these potential problem areas on existing US 31. INDOT will stay on top of the US 31 bypass study and see what impacts the final selected alternative will have on existing US 31.
6. District states possible capacity problem on existing US 31 from where proposed bypass turns east off existing US 31. District believes there could be a capacity problem around SR 26 just west of the southern connection with new bypass. Steve Smith replied it is best to wait until the final US 31 Study alternatives are analyzed which then should look at all impacts on nearby roads, including that segment. We will wait for results of final analysis of US 31 bypass alternatives before making recommendations for any roads near the bypass.